Installation Instructions
Truckin Suspension 6.5” Suspension Lift Kit
1997-1999 DODGE DAKOTA-DURANGO
(worm and sector)

Important!

Read all instructions before attempting any work on the vehicle.

DO NOT DISSASSEMBLE ANY PART OF VEHICLE PRIOR TO COMPARING THE DELIVERED PARTS AND THE INCLUDED PARTS LIST. REPORT ANY DISCREPENCIES IMMEIDATELY TO (800) 775-7150.

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Disclaimer Notice: Installing this suspension system on any vehicle implies that you are in agreement with the following terms and conditions with respect to that vehicle, the vehicle owner, and any or all occupants of said vehicle at any time:

- Truckin Suspension is not responsible, and cannot be held responsible for any conditions of said vehicle including, but not limited to the following: 1) Any and all adverse behavior, premature failure, or breakage caused by oversized tires and wheels, improper installation, failure to follow instructions, or any general negligence caused by installer or owner of said vehicle. 2) Any breakage or premature failure caused by racing or driver negligence. 3) ANY incident determined to be caused by an increase height in said vehicle’s center of gravity. 4) ANY incident determined to be caused by improper installation. 5) ANY incident determined to be caused by a failure of materials.
- Truckin Suspension is to be held harmless by the installer of this lift kit, owner of said vehicle, ANY occupants of said vehicle, and any parties related directly or indirectly to said vehicle or owner of said vehicle. Truckin Suspension is to be held harmless by all parties mentioned during the course of any and all circumstances or incidence resulting from the installation of this lift kit.
- Truckin Suspension offers this kit strictly as a visual improvement of said vehicle over the factory aesthetics. The fact that the suspension system works and functions well is incidental, and it is not the intention of Truckin Suspension that said vehicle be modified for use on public highways sanctioned by the Department of Transportation, or any state or local governing body. Vehicle owner accepts sole responsibility for ensuring that said vehicle is not in violation of local, state, or federal laws or vehicle code. Please check local vehicle laws and regulations before modifying your vehicle.

By Installing This Kit or having this kit installed on your vehicle, you are implying that you agree to the above terms and conditions. Please do not install this system if you do not agree.

Kit Hardware Torque Specifications

Remember that actual torque may vary if lubricant is used, or extension bars are used with the torque wrench. **Torque all re-used O.E. factory hardware** to original vehicle torque specifications according to factory service manual. If in doubt concerning the torque specification of ANY fastener, always consult the factory service manual.

Always consult factory service manual for sequence and torque specification of any O.E. parts being reassembled, such as ball joint nuts, and steering tie rod ends. For hardware supplied with this kit, use the following list as a guide for fastener torque:

Bolt Size	Torque
5/16	12-15 Ft-lbs
3/8	30 Ft-lbs
7/16	55 Ft-Lbs
1/2	70 Ft-lbs
9/16	100 Ft-lbs
5/8	110 Ft-lbs

Important Maintenance Information

It is the end user’s responsibility to have all fasteners checked for proper torque after the first 200 miles, then every 3000 miles. Have a qualified professional mechanic or alignment specialist inspect the steering, suspension and driveline components immediately after installation, and at regular intervals thereafter.

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Failure to read entire instruction packet before beginning disassembly, will likely result in additional downtime spent acquiring tools, special equipment, and skilled mechanical know-how. We strongly recommend installation be done by a professional mechanic, in a shop with a suitable vehicle hoist. If attempting this installation as a do-it-yourselfer, please review this packet carefully BEFORE attempting any work on the vehicle. A well-equipped shop can perform this installation in approximately 12 hours. This packet uses standard nomenclature when referring to each side of the vehicle: LEFT side means DRIVER’S side, while RIGHT side means PASSENGER side.

Required Tools and Equipment

Make sure all of these tools and equipment are readily available BEFORE beginning work on the vehicle.

- Good quality safety glasses and ear protection
- Professional Quality Floor Jack (or vehicle hoist)
- Tall Jack Stands (4)
- ½ drive Socket set and ratchets with metric, standard and deep sockets
- 3/8 drive Socket set and ratchets with metric, standard and deep sockets
- Hex Sockets (recommended) OR Allen wrench (hex key) set
- Compressor w/ impact wrench and air ratchet (recommended)
- Air hammer with flat pointed chisel, and shovel tip chisel bits
- Pickle fork type tie-rod separator, and ball joint separator
- Torsion bar unloading tool (recommended) OR 2 jaw gear puller
- Transmission Jack (recommended)
- Plasma Torch (recommended) OR Sawzall with metal cutting blades
- MIG or equivalent wire feed welder with 75-25 Argon or better
- 4” grinder (recommended), or chisels and files
- ½” drill motor and drill index, (½” and ¾” drill bits required)
- Dead blow hammer (recommended), OR suitable ball peen hammer
- Soft face hammer
- Screwdrivers
- Pliers and Channel Locks
- Side cutter type cutting pliers
- Pointed Heel bars (recommended), OR pry bars
- Cotter pin assortment
- Tie wire and/or plastic zip ties

DO NOT attempt installation unless you have everything on this list or suitable substitutes for the recommended tools.

Installing Front Kit

1 Disconnect Battery.

2 Remove upper shock nut and bushing.

3 Remove wheels when vehicle is properly lifted from the ground and secure from frame rails with jack stands.

4 Release tension from torsion bars and remove tapping out roll pins in control arm

5 Remove brake calipers and tie up off front of frame (Don’t allow brakes to hang from brake lines)

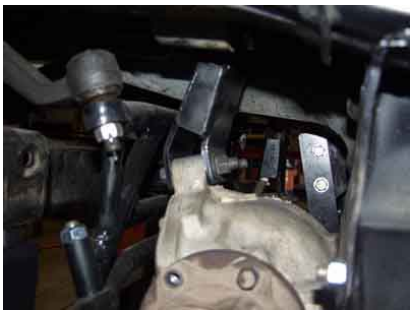
6 Remove sway bar from under lower control arms

7 Remove CV axles, spindles, upper and lower control arms

8 Unbolt front drive line from front differential and tie up to frame

9 Unbolt drag link and remove

10 Remove crossmember under differential. Support differential with jack and remove four mounting brackets. Replace with four new brackets supplied with kit and tighten.



11 Using a high speed cut off or sawzall cut and remove droop/bump stop from both driver and passengers side of frame rails for new upper arm mount.

12 Using a grinder clean area so frame is smooth.

13 Hang upper a-arm drop down brackets using (2) ½ x 1 ½ bolts, washers and crimp nuts, drill ½ holes into inner side of rear a-arm pockets using the bracket to locate and use ½ x1 ½ bolts, washers and crimp nuts to attach a-arm drop bracket ear to inner side of rear a-arm pocket and TIGHTEN.

14 Hang front lower a-arm drop brackets through front frame cross member, insert bolts into front cross member and down through drop brackets with 3/4 inch spacer provided in kit, put ½ washer and ½ crimp nuts on bolts do not tighten.

15 Install front lower a-arm cross member between front lower a-arm drop brackets, using 7/16 x 1 ¼ bolts, washers and crimp nuts (4 bolts are for the front and 2 are for the middle rear bolt holes) and hand tighten.

16 Install drop drag link and tighten with new cotter pins.

17 Install rear lower a-arm drop down cross member (install pancake bumpstops to top of rear cross member and soft cushion bumpstops to lower part of cross member). HAND TIGHTEN. When tightening lower a-arm cross member be sure that the new lower a-arm mount bolt holes are exactly 6.5” on center from the original lower a-arm mount bolt holes. TIGHTEN CROSSMEMBER.

18 Be sure that front lower a arm drop downs are perpendicular to the ground and that all suspension is square when tightening hardware.

19 Install lower a arm in to new mounts. Hand tighten.

20 Install the cv axles.

21 Install upper a arm to new bracket. Hand tighten.

22 To install new torsion bar cross member you will need to draw a straight line from center of old cross member to bottom of frame, center cross member drop down brackets and drill (2) ½ holes up into lower frame rails, install drop down brackets and new torsion bar cross member using ½ x 1 ½ bolts, washers and crimp nuts.

23 Reinstall torsion bars. Reload torsion bars to factory specs.

24 Tighten all hardware in order: Front lower crossmember, lower a arms, upper a arms, tie rods for steering.

25 Using the 2 aluminum sway bar blocks and the new sway bar bushings and 3/8 x2 ¼ bolts, washers and lock nuts install sway bar to rear of front lower a-arm drop down brackets (the aluminum blocks are drilled to go over the 2 rear 7/16 bolts already installed). Install new bushings and tighten to frame and lower a arm.

INSTALLING REAR KIT

1 Remove clips from old brake line bracket located on inside of frame.

2 Remove factory shocks and sway bar end links (DO NOT UNDO WITHOUT REAR END BEING SUPPORTED)

3 Cut off rivets of old front and rear hangers to remove leaf springs.

4 Bolt on new hangers with 7/16 inch bolts supplied in kit.

5 Reinstall front of springs with factory hardware.

6 Remove rear shackle, invert and flip then reinstall with factory hardware to new rear spring hanger.

7 Mount new e brake bracket to frame with supplied hardware. You must drill 1/2 inch hole in fame.

8 Loosen but to not remove U bolts holding rear springs to the axle. Retighten. This is to relieve any bind in the leaf springs.

9 Remove brake line from bracket inside of frame on driver’s side and install new bracket supplied with kit. Bend ears on bracket to hold brake line.

10 Install sway bar extensions with factory hardware.

11 Install new shocks.

12 Install wheels and place vehicle on the ground. Torque lower control arm pivot bolts with the vehicle resting on the ground. CHECK ALL FLEXIBLE BRAKE LINES making sure they are clear of moving parts when the suspension cycles up and down. Make preliminary adjustments to camber and toe-in as needed to get front wheels visually straight. Recheck all fasteners and components again to make sure everything is tight. REMEMBER TO TORQUE THE LUG NUTS. Reconnect battery.

13 Test drive vehicle at speed and listen for noises. Drive vehicle in different conditions while turning in drive and reverse to check tire clearance, and trim plastic bumper valance if necessary. Engage 4WD in low and high. Have a QUALIFIED ALIGNMENT SPECIALTY SHOP reset the front-end alignment to correct specification. DO NOT drive vehicle more than 15 miles before having the alignment checked by a qualified shop. Re-torque wheels after 200 miles and recheck all lift kit hardware after 3000 miles.